

6. (new) A top rail for an insulated double-skinned freight container, the rail being for forming a junction between an outer skin of a side wall and an outer skin of a roof panel of the container, wherein the rail comprises a first portion ² for attachment to the side wall, an angled second portion ³ at a first obtuse angle to the first portion and adapted to be angled inwardly of the container in use and a third portion for attachment to the roof panel angled at a second obtuse angle ⁴ to the angled portion so that the third portion is substantially perpendicular to the first portion, the rail being adapted to be welded to at least one of the

7. (new) A top rail as claimed in claim 6, wherein the rail is made of aluminium.

8. (new) A top rail as claimed in claim 6, wherein the top rail has a return section substantially perpendicular to the third portion at an edge of the third portion remote from the angled portion, the return section being adapted to be disposed inwardly of the container in use.

9. (new) A top rail as claimed in claim 6, wherein the first obtuse angle is between 140 degrees and 160 degrees.

10. (new) An insulated freight container having a top rail, the top rail forming a junction between an outer skin of a side wall and an outer skin of a roof panel of the container, wherein the rail comprises a first portion for attachment to the side wall, an angled second portion which is angled at a first obtuse angle ² to the first portion and angled inward of the container and a third portion attached to the roof and angled at a second obtuse angle ⁴ ^B to the angled portion so that the third portion is substantially perpendicular to the first portion ²

and the rail is welded to at least one of the outer skin of the side panel and the outer skin of the roof panel.

11. (new) An insulated freight container as claimed in claim 10, wherein the rail and/or the outer skin of the side panel and/or the outer skin of the roof panel are of aluminium.

12. (new) An insulated freight container as claimed in claim 10, wherein the top rail has a return section substantially perpendicular to the third portion located at an edge of the third portion remote from the angled portion and disposed inwardly of the container.

13. (new) An insulated freight container as claimed in claim 10, wherein the first obtuse angle is between 140 degrees and 160 degrees.

14. (new) A method of manufacturing an insulated double-skinned freight container comprising the steps of:

- a) providing an outer and inner skin of a floor panel,
- b) locating the inner skin of the floor panel parallel to and spaced from the outer skin by foam spacing stanchions,
- c) injecting foam between the inner and outer skins,
- d) providing outer and inner skins of side panels, locating the inner skins parallel to the respective outer skin and spaced from them by foam spacing stanchions, inserting foam between the inner and outer skins,
- e) fixing an edge of the side panels to the floor panel by a known

method to form side walls of the container and filling with foam joints between the floor panel and side panels,

f) providing top rails having a first portion for attachment to each side wall respectively, an angled second portion at a first obtuse angle to the first portion and adapted to be angled inwardly of the container in use and a third portion for attachment to a roof panel, angled at a second obtuse angle to the angled portion so that the third portion is substantially perpendicular to the first portion,

g) riveting said top rails to the outer skins of the side walls respectively, fixing with a known method an inner skin of the roof panel to the inner skins of the side walls respectively,

h) welding an outer skin of the roof panel to the third portion of the top rail and filling the space between the inner and outer skins of the roof panel with foam. outer skin of the side panel and the outer skin of the roof panel.

15. (new) A top rail as claimed in claim 7, wherein the top rail has a return section substantially perpendicular to the third portion at an edge of the third portion remote from the angled portion, the return section being adapted to be disposed inwardly of the container in use.

16. (new) A top rail as claimed in claim 7, wherein the first obtuse angle is between 140 degrees and 160 degrees.

17. (new) A top rail as claimed in claim 8, wherein the first obtuse angle is between 140 degrees and 160 degrees.

18. (new) A top rail as claimed in claim 15, wherein the first obtuse angle is between 140 degrees and 160 degrees.
19. (new) An insulated freight container as claimed in claim 11, wherein the top rail has a return section substantially perpendicular to the third portion located at an edge of the third portion remote from the angled portion and disposed inwardly of the container.
20. (new) An insulated freight container as claimed in claim 11, wherein the first obtuse angle is between 140 degrees and 160 degrees.
21. (new) An insulated freight container as claimed in claim 12, wherein the first obtuse angle is between 140 degrees and 160 degrees.
22. (new) An insulated freight container as claimed in claim 19, wherein the first obtuse angle is between 140 degrees and 160 degrees.

Respectfully submitted,



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